

STAND BY FARMERS' FREE LIST

SENATE DEMOCRATS DECIDE AT LONG CAUCUS.

If It Is Voted Down Kern Will Offer an Amendment Placing Meat and Flour From Any Country That Admits Free Wheat, Corn, &c., on the Free List.

WASHINGTON, July 31.—The Democrats of the Senate in a caucus to-night decided to stand for the farmers' free list bill as it came from the House without amendment. In the event of the bill in its present form being voted down to-morrow, which seems likely, a motion will be made to reconsider it and Senator Kern of Indiana on behalf of the majority of the caucus will introduce an amendment providing that meat and flour shall be admitted free from any country which in turn admits free from duty wheat, corn, oats, hay, cotton and hogs.

The effect of this amendment would be to admit meat and flour free from Canada and thus meet the most serious objection made to the Canadian reciprocity legislation. Obviously the proposed amendment is designed as a bid for support for the free list bill from the Republican insurgents in the Senate and the Democratic Senators who have declared that they would not vote for the farmers' free list unless agricultural products were eliminated from the free list.

Senator La Follette and his insurgent followers and Senator Bailey and his little band declared time and again while Canadian reciprocity was under discussion that they would never consent to the proposed legislation because it sacrificed the farmer and failed to remove the duty from products of the farm, such as meats and flour.

Since the Democratic free list bill has come up, however, the Republican insurgents and Senator Bailey have taken the stand that they would not support the bill unless meats and flour were eliminated from the measure. Their present attitude has seemed inconsistent with that maintained by them on Canadian reciprocity, but they have explained it by statements that the farmers were hit so hard by Canadian reciprocity that they deserved some compensation. They also argued that in the case of Canadian reciprocity the legislation applied only to one country, while the free list bill applied to the markets of the world.

It is apparent from to-night's action of the caucus that they expect the free list bill as it was sent to the Senate by the House to be voted down. The indications are that the Democrats have an understanding with the Republican insurgents on the free list bill similar to that which they had with them on the wool bill, but it will not be known until the vote is taken to-morrow whether the Democrats will be able to swing enough Republican votes to bring a reconsideration and an amendment of the bill along the lines to be proposed by Senator Kern.

With the full Democratic strength in the Senate behind the free list bill it will require seven Republican votes to pass it. Democrats to-night seemed to feel sure of the votes of Senators Poindexter, Works, Nelson, Clapp and La Follette for the amended free list bill, but they were uncertain as to other Republican insurgents. In the case of the free list bill, however, the Democrats may also have to contend with a defection from their own ranks.

Senator Bailey, with a following of three or four of his colleagues on the Democratic side, has indicated that he would not vote for the free list bill unless his proposed amendment eliminating meat and flour was adopted. Whether he will be willing to accept the bill with the Kern amendment attached is uncertain to-night. Senator Bailey and his followers on this proposition, Senators Simmons, Foster and Paynter, left the Democratic caucus to-night before it was concluded and their departure was taken as an indication that they had failed to endorse the action of the majority in standing for the free list bill un-amended.

The Senate Democrats find themselves in an embarrassing position as regards the free list bill. The House leaders served notice on them to-day that the House would not accept its free list bill with meat and flour eliminated. The House leaders told the Senate Democrats that they had made their campaign and won their Democratic majority in the lower branch of Congress by promising to lower the duties on the necessities of life, and an elimination of flour and meat would, they insisted, be a repudiation of their pledges.

The Senate Democrats accordingly found themselves between the uncompromising attitude of the House and the threatened defection from their own party and the insurgents in the Senate and they were obliged to plan the Kern amendment. The effect of the Kern amendment will be to limit practically to Canada the free entry of meats and flour.

The House Ways and Means Committee decided to-night that instead of discharging to the La Follette wool bill passed by the Senate several days ago and sending that measure back to the upper branch of Congress they would take the initiative toward a compromise by asking for a conference. It is understood that this agreement was reached upon the suggestion of Senator La Follette, who, it is said, promised to use his efforts to secure additional concessions from the Senate insurgents in endeavoring to bring about an agreement on the rate of raw wool in the compromise proposition.

The Senate Democrats are now proposing a compromise bill on a basis of 25 per cent. for raw wool, with proportionate reductions in woolen manufactures. The House leaders have practically served notice that a 30 per cent. raw wool duty will not be acceptable to the House and the Senate leaders are in doubt now whether they will be able to get the Republican insurgents in the Senate to accept a measure based on less than 30 per cent. raw wool duty.

HOUSE DEMOCRATS IN CAUCUS.

Trying to Decide on Senate Amendments to Campaign Publicity Bill.

WASHINGTON, July 31.—More than 150 Democrats attended the caucus in the hall of the House of Representatives to-night, which was called to decide upon the policy

YACHT REPELLED BOARDERS

STOCK BROKERS IN THE WET.

ONE RESCUED WITH BOATHOOK.

Henry Weil Went Overboard at the Sight of Hartwig Baruch's Shotgun on the Nahmeoka and Henry Sternberger Dived at the Flash—Both Were Safe.

Hartwig Baruch, a Stock Exchange broker, owns the steam yacht Nahmeoka. He goes sailing almost every Saturday with a week end party. Last Saturday his brother, W. Baruch, also of the Stock Exchange, and Henry Weil and Henry Sternberger, floor brokers, went with him.

When the Nahmeoka paused off Huntington, L. I. Weil and Sternberger said that they wanted to go clammimg. Mr. Baruch thought it could be arranged and he summoned his launch and sent them ashore, with directions to return at sundown.

Promptly at 6:30 o'clock the launch was at the wharf for the floor brokers. They weren't on hand. Presently Weil announced that the clammimg was good and he wouldn't go off to the yacht and neither would Sternberger. So the launch reported these things to Mr. Baruch.

Late that night, when all was quiet about the harbor, a rowboat put off from shore and made its way toward the Nahmeoka. As the boat closed in on the yacht it was seen that there were two men aboard in sailor costume, and that they could not agree with one another. By the time the boat came alongside, the two fell into a violent altercation and it was clear that they were in peril of going overboard.

The man at the oars gave a violent pull which sent the blunt nose of the boat into the white bulkhead of the Nahmeoka. Mr. Baruch, who had witnessed these things, declared that he'd be blasted if he'd allow such goings on and ordered the boatmen off. They declared that the open water was theirs and that they wouldn't go.

"You have taken off my paint," said Mr. Baruch.

"Your boat was in our way," said they.

Mr. Baruch answered and listened to the reply. Then he went out of sight, returning with a shotgun. His brother put a hand upon his arm and whispered a word in his ear.

"He don't say," said Mr. Baruch.

He shot twice, at two widely separated patches of water. Weil went overboard at the first sign of firearms. Sternberger hesitated, for he cannot swim. But at the report of the gun he decided to take a chance with Davy Jones.

It was a hard time Weil had bringing him alongside the boat. But they drew him out with a boathook, and later he felt better. But neither was able to sell stocks yesterday. In telling the story Mr. Baruch said:

"I want you to understand that this is in no sense a reflection on either Mr. Weil or Mr. Sternberger. But facts are facts, and I was not to be blamed."

WOMEN SAVE HILLSIDE.

Keep the State's Smallest Incorporated Village From Giving Up Its Charter.

WHITE PLAINS, July 31.—Women voters to-day saved Hillside, seven miles north of here, the smallest incorporated village in the State, from giving up its charter. The majority was 39. All but about six property holders entitled to vote cast their ballots.

With a population of about 400, Hillside has an assessed valuation of about \$438,000. The contest came up over the question of retaining Fawcett Stevenson, the lone policeman of the village. He gets a salary of \$200 a year. A short time ago he was arrested for neglect of duty in not taking any action in the case of two saloon keepers who were arrested by the New York water board police for violation of the excise law. When Police Justice Stage dismissed the complaints an attempt was made to oust Stevenson from office, but the Supreme Court decided that as his was an elective office he could be removed only by the Governor. One of the warring factions then circulated a petition asking for a special meeting of the voters to act upon a proposition to dissolve the corporation, which has existed for five years. This petition was thrown out by the village trustees on the ground that the signers were not all legal residents and the matter was taken to the Supreme Court on an application for a writ of mandamus directing the trustees of the village to call the election. The application was denied by the court and another petition was then circulated for a special election and the trustees called it for to-day.

Practically one-half the votes were cast by women.

AUTO HER RIVAL.

Mrs. Spreckels Says All Has Gone Wrong Since Spreckels Bought a Car.

Supreme Court Justice Blachoff awarded \$35 a week alimony yesterday to Mrs. Kate Spreckels in a suit for separation from Charles H. Spreckels, Jr., in which she alleges that her husband first began to abuse her when he got an automobile eight years ago.

She says she has the largest moving van business in The Bronx, with an income of \$12,000 a year. When she remonstrated with him for staying out late nights riding in his touring car he abused her, she says. When he and a party of his friends were out in the car one night or ago the machine was wrecked and Spreckels was arrested. She asked him then if he hadn't taught him a lesson and he told her to mind her own business.

Spreckels told the court that he couldn't afford to pay any alimony because his property is practically all pledged to the Northern Bank for loans and he has agreed to turn over all his property to the bank. As to automobiles, he says he has to use a machine a great deal to consult patrons who want to be moved.

Rockefeller Offers \$200,000 to Texas School.

LAMPASAS, Tex., July 31.—Addressing the State Baptist Encampment here to-day Dr. S. P. Brooks, president of Baylor University at Waco, announced that John D. Rockefeller had offered \$200,000 to that institution conditioned on \$400,000 being raised from other sources. Dr. Brooks said that a vigorous campaign for the required sum would be inaugurated.

Only Two Nights, New York to Colorado. 150 Seats, de Luxe, New York to Mountain Limited and "Mountainair" morning and evening from Chicago. Low fare excursion tickets. 60 Broadway—Ad.

EDWIN A. ABBEY DYING.

The Well Known American Artist Lapses Into a State of Coma.

Special Cable Dispatch to The Sun.

LONDON, July 31.—The announcement was made this evening that Edwin A. Abbey, the noted American artist who has been ill here for some time, is dying and that it was not expected that he would survive the night.

It is said that the surgical operation to which Mr. Abbey was subjected recently was to ascertain the nature of an internal ailment from which he had suffered and which the physicians had been unable to diagnose. It was found to be incurable either by surgery or medicine.

Mr. Abbey's mental faculties remained clear until to-day, when he became unconscious. He seemed at times to recognize his wife but he did not know the physicians who were in attendance. To-night he was in a condition of complete coma and death evidently was inevitable. There was said to be a strong probability that he would last only a few hours but there was a possibility that he might last until to-morrow because of his unusual physical strength.

Dr. Donald J. Armour, the well known surgeon, is in charge of the case.

TWO GIRLS KILLED IN AUTO.

Plunge of One Who Was Driving Severely Hurt—Hit by Erie Train.

CLEVELAND, July 31.—Miss Margaret Tuller, 19 years old of Chicago, and Louise Snow, 18 years old, of Cleveland, who was Miss Tuller's hostess, were killed in an automobile accident at the Erie Railroad crossing at North Randall last afternoon.

Donald French, son of W. H. French, president of the Molineux Machine and Foundry Company, reported to be engaged to Miss Tuller, barely escaped death by leaping, as did Miss Snow. Miss Snow's neck was broken and French suffered serious injuries. He is in St. Alexis Hospital and may die.

Miss Tuller, who was driving under the direction of French, apparently lost control of the machine in her confusion when the car whirled for the crossing as she ran upon the tracks. She was caught with the wrecked machine on the pilot of the engine and was carried 600 yards. Her body was coasted when the gasoline tank exploded.

The girls had been chums at Smith College, while French, a student at Rensselaer Polytechnic, had there become acquainted with Miss Tuller.

KILLS COURT HOUSE BILL.

Mayor Vetoes All Traffic Squad Bill—200 More Men in the Squad.

After public hearings yesterday Mayor Gaynor disapproved of the Stillwell bill providing for a site for a new court house and the bill nominally designed to keep the traffic squad of the Police Department intact.

The wish of the Board of Estimate, said the Mayor, is not to put the new court house in City Hall Park. The trouble about purchasing the site is that the city lacks the money. As all the city's money is to be used up building subways, because private capital is not to share in the building, many things that the city ought to do have to be left undone. The new court house will never be built in City Hall Park though, he said.

Commissioner Waldo opposed the traffic squad bill. It meant, he said, that the men in the squad would have to be kept there with or without the consent of the Commissioner. He could work the traffic squad, he said, under the three platoon bill until the fall, when the Legislature could be asked to pass a measure that would not interfere with control of the squad.

It was announced at Police Headquarters last night that 200 men would be added to the traffic squad, making 600 in all. This means that the city will be 200 men in each platoon and traffic will be regulated the same as usual.

The 600 traffic patrolmen were assigned to precincts last night. They will work in three platoons. The first and second platoons will do traffic duty only. The third platoon will do night precinct patrol duty. The platoons will be shifted so that each traffic patrolman will get two weeks of traffic duty and one week of precinct patrol.

MEXICAN RAILWAYS CONTROL.

Report That It Has Passed From the Government to Wall Street.

MEXICO CITY, July 31.—According to men close to the Government the control of the National Railways of Mexico passed out of the hands of the Mexican Government with the resignation of Gen. Diaz as President and his Minister of Finance and Public Credit, José Yves Limantour.

It is rumored persistently in highest railway and banking circles in the capital that the reason Mr. Madero has not placed his representatives on the board of the merger company is because the Government now controls barely 41 per cent. of the stock. The same reports are to the effect that the Diaz Government maintained control of the company through the personal holdings of Gen. Diaz, Mr. Limantour and their group of friends.

With their retirement from office and departure from Mexico it is said authentically that their holdings have been disposed of and that now certain financiers of New York and not the Mexican Government are in control of the system of railways officially known as the National Railways of Mexico. The visit of the company's president, E. N. Brown, to New York, it is said, was to put before the men in control the actual state of the company's affairs in the republic.

NEBRASKA CORN BADLY OFF.

Only a Fair Crop to Be Hoped for Under Best Conditions.

OMAHA, July 31.—A crisis is at hand in Nebraska corn. The plant is deteriorating very rapidly. The Burlington Railroad crop report, issued to-day, credits the eastern part of the State with a crop only 78 per cent. of normal, whereas one week ago the plant in the same division was 92. In other divisions the corn has gone backward, but not so much as on the Omaha division.

Corn is tasseling out all over the State and while the plant is comparatively good the ears are small and are not growing as they should.

With soaking rains this week the crop will only be fair and nothing can make a good crop of Nebraska corn. A conservative estimate of the yield is from 50 to 60 per cent. of normal.

WHERE TO TAKE LUNCH.

And drink the best American Wines.

H. T. DEWEY & SONS CO., 136 Fulton St., N. Y.—Ad.

ALBANY BOAT BREAKS DOWN

FIFTY CENTERS ON THE FRANK JONES WOULDN'T GET OFF.

Adirondack Passed but Couldn't Take Them and It Was Moved and Seconded That They'd Stay All Night or Until They Got Back Their Fifty Cents.

The steamer Frank Jones of the Capital City Line to Albany started from her pier at the foot of West Tenth street last night with about 500 passengers, most of whom had paid 50 cents for the trip. When she had got as far as Fort Washington Point the circulating pump broke.

This was about 7:30 o'clock. The Frank Jones drifted a while until the Adirondack of the Peoples Line came along, her searchlight flooding the decks of the helpless vessel. Capt. Lauck of the Frank Jones got out his megaphone and told the captain of the Adirondack that his engine had gone back on him and wanted to know if he wouldn't take on the Frank Jones's passengers.

"I'm loaded to the gunwales now," replied the skipper of the Adirondack, "and wouldn't care to take even one more passenger."

The Adirondack's captain couldn't think of anything else he could do, and Capt. Lauck couldn't suggest anything, so the Adirondack went on her way and the Frank Jones continued to drift back to port, with the assistance of some little motive power. Shortly after 9:30 o'clock she maneuvered alongside the West 129th street pier with the 500 passengers angry but helpless.

Capt. Lauck announced that the boat couldn't get up the river without repairs and that those who had paid for berths could have their money back at once. The others could get their money next day, because there wasn't cash enough on board to go around. This didn't suit about 350 of the passengers at all and they announced individually and collectively that they wouldn't budge off the boat until they got back their 50 cents.

The passengers were in such a mood that Capt. Lauck called on Policeman Cusick of the West 129th street station for assistance. But he said that moving stubborn passengers off a steamboat after they had paid their fare wasn't part of his job. Capt. Lauck then announced that if the passengers preferred to stay on a boat that wasn't going anywhere, where returning to their own homes or seeking sleep in hotels he couldn't do anything about it, but he was sure of two things. He couldn't pay them all off, and he wouldn't be at Albany this morning.

Soon the passengers began to leave in little groups of two and three, but at about midnight there were about 100 left. A little life returned to the engines then and Capt. Lauck decided that he could make his pier at the foot of West Tenth street with those that remained.

PASSENGER BOAT BEACHED.

Delaware River Craft's Passengers, Mostly Women, Safely Taken Off.

TRENTON, N. J., July 31.—The steamboat Burlington of the Delaware River Transportation Company, plying between this city and Philadelphia, sprung a leak about three miles below Trenton this afternoon and was beached by her captain, John Gray.

The passengers, who numbered about a hundred, mostly women, were taken off the boat into a scow that was near by and were towed to Trenton, reaching here at 7 o'clock, about three hours late. The passengers were badly frightened, but there was no panic. Afterward another boat of the same line, the Columbia, which was due to reach here at 6 o'clock, took off a considerable part of the Burlington's freight and brought it to this city.

The officers of the company believe that the leak was caused by the Burlington running onto an anchor of a dredger. With the rising of the tide the boat tonight is nearly submerged. The Burlington is one of the oldest boats plying the river.

FEWEST DEATHS IN 13 YEARS.

Decrease Shows Among Infants and Aged Alike—Sunstroke Figures Lower.

Last week's mortality is the lowest on record for the last week in July since the formation of the greater city in 1898. The total number of deaths was 1,847, and the rate was 14.10 per 1,000 of population. This rate, according to the Health Department, is 15 per cent. lower than the lowest corresponding week for the past thirteen years and 23 per cent. lower than the same period of 1910.

A year ago there were 1,698 deaths, and the rate was 18.44. The decrease in the death rate occurred in all age groups—infants, children, adults and the aged. Three hundred and seventy-five infants died last week as compared with 545 a year ago; 523 died under five years as compared with 725 last year, and 187 aged people died at 65 years of age and over as compared with 226 in 1910. So the infant mortality last week under one year was 138 per 1,000 as against 250 per 1,000 during the same week in 1910—a decrease of 33 per cent.

Sunstroke caused five deaths last week as compared with twenty-eight a year ago. Pneumonia caused ninety-nine deaths, pulmonary tuberculosis 161, and heart disease 141. Five hundred and twenty-one deaths occurred in institutions and 567 in tenements.

GREEN BE THE ROOF ABOVE YOU.

Owners of Boothblack Stalls in City Hall Park Got an Order Yesterday that Hereafter no varicolored coverings may be used over their stands, nothing but green umbrellas. The order came from Acting Superintendent of Parks Hilly. There was no explanation.

FOR STOMACH TROUBLE.

See Horford's Ad. Phosphate Promotes healthy activity of weak and disordered stomach.—Ad.

FIVE CENTS SURFACE TO CONEY.

Coney Island and Brooklyn Railroad Co. Agrees to Make the Trial.

The Coney Island and Brooklyn Railroad Company notified the Public Service Commission yesterday that it was prepared to try the experiment of running cars to Coney Island between 6 and 9 o'clock in the morning with a 5 cent fare and from Coney Island between 2 to 4:30 o'clock in the afternoon with the same fare. This does not apply to Saturdays, Sundays and legal holidays. It is agreed, however, that in order to handle traffic in the hours and in the direction indicated the company shall not be required to operate more cars than are necessary to handle the traffic in the same hours in the opposite direction.

The plan goes into effect to-day and will be tried until October, the end of the Coney Island season. It applies to cars leaving Park row, Delancey street, Hamilton Ferry and Ridgewood and from Coney Island to these points. The Brooklyn Rapid Transit Company is making the same experiment on its lines.

JOHN W. GATES FAILING.

Is in a Semi-Conscious Condition With Dwindling Chance of Recovery.

Special Cable Dispatch to The Sun. PARIS, July 31.—Charles G. Gates said to-night that there had been a slight change in the condition of his father, John W. Gates, who has been ill here for some time. It is admitted that the elder Gates is in a most serious condition and the son made it known that his father was in a semi-conscious condition.

Whatever chance there is for recovery depends entirely upon the ability of the physicians to clear the lung which is congested.

FIRST POSTAL SAVINGS BANK

Opens To-day in the General Post Office Building.

The first postal savings bank in this city will be opened at 9 o'clock this morning in room 40 on the second floor in the General Post Office building. Deposits will be received by a force of two men from 9 in the morning to 5 o'clock in the afternoon. If the demand is great enough banks will eventually be established at branch stations. The system will be extended on September 1 to Brooklyn, Jersey City and other adjacent towns.

Postal savings banks will be opened to-day in Chicago, Boston and St. Louis also.

DEMORALIZED OVER CHOLERA.

Health Boards in Various European Places Unable to Avert Difficulties.

Special Cable Dispatch to The Sun.

LONDON, July 31.—There seems to be a complete state of demoralization among the European health boards so far as the cholera situation is concerned. As an example of this it is pointed out that the Health Bureau of Trieste to-day reported that there were no new cases there and that the city could show a clean bill of health. At the same time the Sanitary Commission at Vienna reports nine new cases of cholera at Trieste.

One case of cholera was found at Versailles to-day. It is reported, however, as "choleric" and the patient is said to be progressing favorably. The authorities are worried by various suspicious cases in different places, and the heat and scarcity of water, with the lack of discipline among the French health officers on the frontier, add greatly to the difficulty of coping with the situation.

Paris, July 31.—There was one death at Lille from cholera. Two cases are reported from Montauban.

HAMBURG, July 31.—Several cases of suspicious sickness on the river Elbe have caused fear that they may be cholera.

WON'T TAKE MAYOR'S MONEY.

Doctors' Bill Not Paid—Hearing on Bill to Have the City Pay.

Mayor Gaynor gave a public hearing yesterday on a bill which would provide for payment by the city of the doctors' bills incurred after he was shot a year ago. The bill, a general one, provides that such bills shall be paid for city officials hurt while they are performing their duties. The Mayor said he had not asked that the bill be drawn. He added:

"I desire to say in justice to the surgeons that they have absolutely refused to render me a bill for their services although I have asked them three times and they say they never will. Unless they are paid in this way by the city, they will never be paid." He did not indicate what he would do with the bill.

AIRWOMAN MUST TRY AGAIN.

Just Fails of Getting Pilot's Degree at Hempstead Plain.

Miss Harriet Quimby is the first airwoman in America to fly for a pilot's degree. Late yesterday at the Hempstead Plain aviation field she made the required series of figure eights, but failed to pass because she landed too far from the designated spot. The minimum distance is 50 meters. Miss Quimby flew steadily and at a height of from 100 to 150 feet.

Early this morning Miss Quimby intends to make another attempt, when representatives from the Aero Club of America will be present. She entered the Moisant school last February and was the first woman actually to make a flight over the Long Island aerodrome. She is a Californian by birth and is an expert automobile driver and a good ship. On her air journeys she wears knickerbockers.

MARCH TO ALBANY.

Hebrew Volunteers Going to See Dix About That Army.

Starting from the City Hall yesterday a detachment of the Hebrew Volunteers under the command of First Lieut. Lewis Landau began a march to the Capitol at Albany to urge Governor Dix to give his support to the plan of the Federation of Jewish organizations of having an armory built within the Jewish section of the city. The volunteers are taking with them a letter from Mayor Gaynor to the Governor.

The pedestrian record between New York and Albany is four days and is held by Edward Payson Weston. The record for a detachment marching the distance is five days and fifteen hours.

Will Ask Taft for a Bread Trust Inquiry.

The bakers' unions have decided to ask President Taft to give instructions for an investigation of the new bread trust they consider to have been formed.

NEW JERSEY COMMUTERS WIN

THE PENNSYLVANIA RAILROAD ORDERED TO REDUCE RATES.

Fares on Other Lines Are Found to Be Reasonable, Except in Certain Cases, in Which the Railroads Are Directed to Make Lower Rates Themselves.

WASHINGTON, July 31.—The Interstate Commerce Commission to-day granted relief to New Jersey commuters living along the Pennsylvania Railroad. It ordered that company to reduce its rate from New York to New Brunswick from \$12 to \$10 for a monthly ticket and to file proportionate commutation rates from New York to other New Jersey places.

The new commutation rates on the Central Railroad of New Jersey and the Lehigh Valley are found to be reasonable and those put into effect by the Erie, the Delaware, Lackawanna and Western and the West Shore are also declared not to be excessive except in a few particular cases. The Erie's commutation rates to places thirty-three miles or more distant from New York city are held to be unreasonable, as are also the commutation fares charged by the Lackawanna and the West Shore to places toward the limits of the suburban zones.

The commission, however, enters no orders in regard to these latter rates, but suggests that the railroads at once revise their schedules so as to bring them inside reasonable limits. The commission finds that the new fifty trip tickets of the Erie, the Lackawanna and the West Shore are higher than they should be, and in this case also the commission instructs the railroads promptly to take these fares under advisement and to make reductions in keeping with the commission's findings.

While the reductions ordered or suggested by the commission will bring substantial relief to many New Jersey commuters, especially those living along the Pennsylvania line, the importance of to-day's decision lies not so much in the changes that will result in the rates as it does in the holding by the commission that it has jurisdiction over commutation rates. This is a point that the Interstate Commerce Commission had never passed upon before, and the railroads had firmly insisted that the commission had no power to compel the reduction of commutation rates when they were less than the regular one fare tariffs.

The commission's decision in regard to commutation rates on the New York Central and the New York, New Haven and Hartford is deferred pending an investigation which is now being conducted into the subject by the New York State Public Service Commission.

The cases decided by the commission to-day were instituted by the commuters in June, 1910, petitions being directed against the Erie Railroad, the Delaware, Lackawanna and Western, the Pennsylvania, the Central Railroad of New Jersey, the Lehigh Valley and the West Shore. In seven of these cases the Board of Railroad Commissioners of New Jersey were complainants. One of the other cases was brought by the law committee of the Commuters League of New Jersey and one by the Board of Trade of New Brunswick. In all the complaints it was alleged that the proposed new commutation fares between New York city and places in New Jersey were unjust, extortionate and unreasonable.

The commission after preliminary hearings concluded to permit the new schedules to become effective, but to enter upon a thorough investigation of their alleged unreasonableness. It is the result of this investigation that the commission has handed down today's decision.

The commission itself regards the decision holding that it has jurisdiction over commutation rates as of great importance. The railroads contended that the carriers were not accountable to the commission under the interstate commerce act so long as such commutation fares were not in excess of the railroads' maximum full fares between the same places for its general passenger service, provided of course the latter were in themselves reasonable. The railroads insisted that they could not be compelled to carry the public or any part of it at a wholesale or lower rate than is reasonable for a single one way journey.

The commission acknowledges that the enormous growth of suburban communities in recent years has involved an increase in the traveling and the use of the roads and that the business no longer is handled as a mere incident to through traffic. It holds, however, that both the history of commutation and the details that distinguish it from other passenger traffic lead to the conclusion that this service stands by itself as a special and distinct kind for which the carrier may demand no more than a reasonable compensation. The commission says:

"The traffic has been encouraged, developed and fostered by the carriers and large and numerous suburban communities have grown up in the belief that some fare less than the normal full passenger fare will be demanded in the future but in the belief that no more